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RAIL ROAD CONVENTION.

MONDAY, October 10,
PROCEEDINGS OF THE INTERNAL
IMPROVEMENT CONVENTION,
HELD AT SALISBURY, N. C., OCTOBER, 1836.

At a meeting of the Delegates to
the Internal Improvement Convention
held at Salisbury, the 10th October,
1836.

Upon motion of Burton Craige Esq.
of Rowan, the Convention was organ-
ized by the appointment of Bartlett
Shipp Esq., of Lincoln county, Presi-
dent of the Convention and J. R. Dudge,
Esq., of Wilkes, and Warren
Winslow Esq., of Cumberland, Sec-
retaries.

Delegates from the following coun-
ties appeared, presented their creden-
tials and took their seats.

AVONC.—Alexander W. Brandon, John
Grady, Charles G. Nelson, Alexander L. Ste-
phens.
ASHE.—Col. Morgan Bryant, Col. James
Maxwell, Rudolph Murchison.
BEVERLY.—Dr. Frederick J. Hill.
BEVERLY.—Ed. James Erwin, William Mur-
phy.
CUMBERLAND.—Charles P. Mallott, Warren
Winslow, John W. Huske, Samuel W. T. Hight-
sham, Rev. Simon Colton, Robert C. Bel-
den, E. L. Winslow.
CHATHAM.—Hon. Abraham Rencher, Robt.
J. Smith, H. McClellan.
CAMBERT.—David Long, William F. Phi-
fer, George Kluta, J. F. Puffer.
DAVENS.—Henry R. Duseberry, Col.
Samuel Hargrave, Dr. Payne, Dr. Bell, Jas.
Smith, James Fitzgerald, Dr. Wm R. Holt,
Col. Humphreys, John March, Wm. Boden-
hammer, J. P. Mabry, William Adlington,
George Riley, James Ellis, John A. Hogan,
Casper Smith.
IREDELL.—Maj. Rufus Reed, James Camp-
bell, Joseph W. Hogle, William F. Cowan,
Samuel King, Samuel R. Bell, William Har-
bin, Joseph P. Caldwell, T. S. Allison, Jas.
Byers, David Waldell, Andrew Caldwell,
Jos Chambers.
LEXINGTON.—Rabt. H. Burton, Bartlett Shipp,
David Reinhardt, Perigine G. Roberts, Ab-
sheel M. Burton.
MECKLENBURG.—Thomas J. Grier, Andrew
Grier, Wm. A. Harris, John B. Harris, James
M. Osborn, Wm. W. Long, Zenas A. Grier,
Alex. Grier.
MONTGOMERY.—P. W. Simmonds, Francis
Locke, E. Jordan, Edward Durrage, James
Lilley, P. R. Lilley, Parham Kirk, George
Crowell.
NEW-HANOVER.—William C. Lord.
ORANGE.—Frederick Nash, T. D. Bennes-
han, P. C. Cameron.
ROWAN.—Abel Graham, Dr. Ashbel Smith,
A. Henderson, H. C. Jones, Archibald G.
Carter, Leucio Mitchell, Robert MacNamara,
James E. Kerr, Joseph W. Hampton, John
Morphy, Nathan Chaffin, Burton Craige, Wm.
Chambers, Robert N. Fleming, Noah Par-
tee, Ekranah D. Austin, James C. McClellan,
Abel Cowan, Michael Brown, David
P. Caldwell, Thomas Craig, William Stokes,
Christian Brinkle, Richard Pearson, Cas-
well Harbin, Spencer Taylor, William B.
Wilson, Thomas G. Polk.
RETBURG.—John McDowell, John G.
Bynum, William E. Mills, Alex. Smith.
SERRA.—Josiah Cowles, Nathaniel Boyden,
George W. Brown, William J. Parker, Jacob
Douthet, Levi Chappell, James Calloway,
Frederick Long, Alfred W. Martin, Jas. Hol-
comb.
WAKE.—Wm. Boylan, Alfred Jones, Geo.
W. Mordecai.
WILKES.—William P. Vaughn, William C.
Emmet, Joseph W. Hackett, Thos. S. Bou-
chelle, James R. Dodge, Wm. Feden, John
Byran, James K. Norton.

The following resolutions were of-
fered, read and referred to the same
committee.

By James Campbell, of Iredell.—
That a committee of persons be ap-
pointed by the Chairman of this meet-
ing to draft a memorial to the General
Assembly, praying, that able Engin-
eers be procured at the expense of the
State to examine and report on the
practical utility and probable cost of
1. A Rail Road from Fayetteville to Salis-
bury.
2. A Rail Road from Raleigh to Salisbury.
3. A Rail Road from Milton via Salisbury
to Morganton, or Rutherford.
4. A Rail Road from Wilkesborough via
Statesville and Charlotte to the South Carolin-
ian line.
5. A Rail Road from Raleigh via Greenbo-
rough and Salem to Wilkesborough.

By Dr. Thomas S. Buchelle, of
Wilkes. That the committee be fur-
ther instructed to enquire into, and
report on the practicability of the
route for a Rail Road from the head
of the Narrows to Wilkesborough, and
also the propriety of an immediate
survey of that route, and also that they
take into consideration and report up-
on the probable amount of production
and the kind that may be expected
from the mountains in that quarter.

Also that they take into considera-
tion the practicability of opening the
River Yadkin, from the Narrows to
Wilkesborough, and the relative cost
and advantage of a Rail Road or wa-
ter communication from said points.

By E. L. Winslow, of Cumberland.
That the committee enquire into the
best mode of securing the co-operation
of the State in works of Internal Im-
provement, and particularly, whether
it would be the better course to urge
the assembly to pledge the State for
the subscription of 2-5ths of the stock
in works of Internal Improvement
within this State, after individuals
shall have paid or secured to be paid
the other 3-5ths.

By Alfred Burton, of Lincoln. That
the committee enquire into the propri-
ety of connecting the Charleston and
Cincinnati Rail Road with Fayetteville
by Rail Road, so as to intersect the
Yadkin.

By H. C. Jones, of Rowan. That
they enquire into the propriety of con-
necting the town of Fayetteville by
means of a Rail Road with some point
above the Narrows of the Yadkin, al-
so the propriety of connecting the last
mentioned point with some point on
the Catawba.

By F. J. Hill, of Brunswick. That
they enquire into the expediency of
connecting the Western part of the
State, with the Wilmington and Ra-
leigh Road at the most eligible point
which may present itself, on the same.

By Mr. Mordecai, of Wake. That
in the opinion of this convention, the
Legislature ought to adopt a liberal
and judicious system of Internal Im-
provement, having regard to the inter-
est of the whole State, without con-
sulting that of any particular section
at the expense of others.

That for this purpose it be recom-
mended to the Legislature to appropri-
ate the whole, or the greater part of
the Surplus Revenue, which may be
allotted to this State, in works of In-
ternal Improvement, to be disbursed

under the superintendence and direc-
tion of the board of public works, or
in such other manner as the Legisla-
ture may deem advisable.

That the Legislature be recommend-
ed to pass some general law, declar-
ing that whenever three-fifths of the
capital stock of any company, incorpo-
rated by the Legislature, for the con-
struction of a rail road shall be sub-
scribed, and the payment thereof sec-
ured by individuals, the board of public
works or the person or persons en-
trusted with the disbursement of said
fund, shall subscribe for the remaining
two fifths for, and in behalf of the
State.

That as this Convention is not in
possession of sufficient information to
enable them to act advisedly, it is in-
expedient for them, at this time, to re-
commend to the Legislature the patron-
age or adoption of any definite and
particular scheme, in preference to
others.

These resolutions were referred to
the committee.

By Dr. Smith of Rowan. That a
committee of ten be appointed by the
President of this Convention, whose
duty it shall be to memorialize the
Legislature upon the necessity of adopt-
ing some general principle, for the ap-
propriation of our portion of the surplus
revenue, to be received from the gen-
eral government—and that it is the o-
pinion of this convention, that the two
fifth principle be adopted; that is that
whenever any rail road or navigation
company shall have subscribed three-
fifths of its stock, the state will sub-
scribe the remaining two fifths to be
paid in the same ratio, as is paid by
individual subscribers.

Referred to the same committee.

By Mr. Bynum, of Rutherford.
That the standing committee enquire
and report upon the expediency of con-
necting by a rail road, the Charleston
and Cincinnati rail road, with some
commercial mart within the limits of
North Carolina.

By Mr. Rencher of Chatham. That
the standing committee enquire into
the expediency of constructing a rail
road from some one point above the
Narrows, on the Yadkin River, to the
nearest point on Deep River, so as to
connect by means of a rail road the na-
vigation of the Yadkin River above
the Narrows, with the navigable wa-
ters of the Cape Fear and Deep Riv-
ers.

By Mr. Osborn of Mecklenburg.
That said committee enquire and re-
port in what manner and degree the
State of North Carolina is interested
in the Charleston, Louisville and Cin-
cinnati Rail Road, and on which of
the several routes proposed for the
location of said road within the limits
of North Carolina her interest requires
that she should insist.

By Mr. E. L. Winslow, of Cumber-
land. That the committee enquire in-
to the expediency of connecting the
western part of North Carolina, with
the Cape Fear river at the town of
Fayetteville, and recommend the most
judicious plan, in their judgment, of
immediately commencing this import-
ant work by means of a rail road.

By Mr. McClellan of Chatham.
That the committee consider Haywood
the point of the Cape Fear River, from
which the central rail road should com-
mence.

By Mr. Murchison of Ashe. That
the committee enquire into the practi-
cability and utility of constructing a
Rail Road from Fayetteville to Wilkes-
borough, and that the charter incorpo-
rating the Cape Fear, Yadkin and Pee
Dee Rail Road Company, passed by
the Legislature of North Carolina in
1835, be referred to said committee.

The proceedings of different meet-
ings and Conventions, were offered by
Samuel King of Iredell, and Warren
Winslow of Cumberland, and referred
to the standing committee.

A survey heretofore made by Mr.
Rawle, was presented by E. L. Wins-
low of Cumberland, and referred to
the same committee.

On motion of Mr. Huske of Cumber-
land, the Convention adjourned until
to-morrow ten o'clock.

Wednesday, October 12, 1836.

The Convention met pursuant to ad-
journment, and was opened with prayer
by the Rev. Mr. Colton of Cumber-
land.

Mr. Craige, from the standing com-
mittee, made the following report:
The committee to whom was refer-
red the various resolutions yesterday
submitted to the convention, have had
the same under consideration, and re-
port:

That they have given the various
propositions submitted to them as pa-
tient an investigation as the time allot-
ted to them would allow; before, how-
ever, they took into consideration the
various specific plans for the location
of a Rail Road, which were referred
to them, they thought it right and prop-
er to report to this convention some gen-
eral rule, by which they thought the
Legislature should be governed in mak-
ing appropriations for works of inter-
nal improvement. They were well
aware of the want of means on the
part of the State, as well as a want
of disposition on the part of the mem-
bers of the Legislature, to furnish the vari-

ous conflicting interests in the State,
with a channel through which our citi-
zens might send their surplus produc-
tions to market.—But while they were
deeply impressed with this opinion,
they were fully convinced that individ-
ual enterprise, properly encouraged
or assisted by the state, could do much
to effect the great object which all our
people have in view. In order, how-
ever, to guard against an impolitic ex-
penditure of the public funds, and to
prevent a scramble which would other-
wise necessarily take place, without
the adoption of some general principle,
they have reported a resolution recom-
mending to the Legislature, that when-
ever the stockholders of any internal
improvement company shall have paid
three fifths of its stock, that the State
should take the remaining two fifths.
Your committee believe this to be the
most safe, equitable and just scheme
that the Legislature could adopt; for
they could not for a moment entertain
the opinion that any scheme could fail
or could be visionary, for which individ-
ual subscriptions to the amount of
three fifths could be obtained; nor
could they for a moment believe, that
any company, which could not com-
mand a subscription for three fifths of
its stock; could complain if the Legis-
lature refused it their aid.

The next enquiry to which the at-
tention of your committee was directed
was, whether they should recommend
the adoption of a specific route for a
rail road or not. Upon this question,
your committee are happy in being able
to state there was great unanimity.
They all felt that a time for action had
arrived; they all felt that generalizing
would no longer satisfy the people they
represented; they believed that a spir-
it was alive in this state upon this
question, which, if properly directed,
would lead to the most important prac-
tical results, but which if permitted to
slumber, we might not be able to arouse
again for years.

But while we all felt the great ne-
cessity of recommending some specific
project upon which we all might unite,
and which would afford an outlet for
the vast surplus productions of the
lands watered by the Yadkin and Catawba
rivers and their tributaries, we could
not so easily decide upon the best and
most practicable route. There were
various propositions before us, & each
had its friends. Some were for a
road from Raleigh to the mountains,
some were for making Haywood the
starting point, while others were of
opinion, that Fayetteville was the best
point at which to commence; and there
were as many opinions as to its termina-
tion as there were to its commencement.
It seemed therefore, at one time
as if we would adjourn without recom-
mending any specific plan; but at
length, in a spirit of patriotism and
compromise, the plan we here propose
in this resolution, accompanying this
report was adopted. This plan,
your committee confidently hope will
accommodate nearly every interest re-
presented in this convention, and they
most earnestly hope it will meet with
the approbation of your body. By a
reference to the resolution alluded to,
it will be seen that your committee
were of opinion, that the road should
commence at Fayetteville, and run
west to the Yadkin river at some point
above the Narrows, and that this point
of intersection should be connected
with Wilkesborough by one branch; &
with the Charleston and Cincinnati
Rail Road on another. By this route,
your committee are of opinion, that as
large, as wealthy and populous a sec-
tion of the State will be afforded the
means of transporting their produce to
a market as by any other practicable
scheme that could be brought to your
attention.

Our attention was next directed to
the propriety of giving some expression
of opinion as to the route which we
thought the Charleston and Cincinnati
Rail Road should take through the
State. Our opinion was soon made up
upon this subject, after a statement
from a member of our body that some
of the stockholders of that company
were anxious to locate the road west of
the Blue Ridge, a location, which if
made, would deprive us of any partici-
pation in the advantage of said road.
Your committee therefore, believing
that we had the right to participate in
the advantage of said work, have di-
rected me to report a resolution recom-
mending to your body the appointment
of a committee to memorialize the Leg-
islature upon this subject, and to use
such means as will be most likely to
make us participants in that stupendous
work.

In conclusion, your committee will
indulge the hope, a hope founded upon
their knowledge of the character of the
members composing your body, that
sectional feelings will be sacrificed upon
the altar of the public good; that upon
the propositions reported by them,
as well as upon all others that may be
submitted for your consideration, you
will have an eye alone to the interests
of the good old North State. All of
which is respectfully submitted.

B. CRAIGE, Chm.

Resolved, That a committee of five be ap-
pointed, whose duty it shall be to draw up
a memorial to the next Legislature, recom-
mending

ing the expediency and necessity of adopting
some general rule for the equitable distribu-
tion of our portion of the surplus revenues to be re-
ceived from the general government for works
of internal improvement.

Resolved, That this Convention
doth recommend the adoption of this
principle, namely: that whenever any company
incorporated for the purpose of internal im-
provement, shall have subscribed and paid, or
secured to be paid three fifths of its stock, that
the State shall stand pledged to a subscription
for the remaining two-fifths.

Resolved, That in the opinion of this
Convention, the interests of a large, wealthy
and populous portion of the State of North Car-
olina, require the speedy construction of a rail
road from the town of Fayetteville to some point
on the Yadkin river, above the Narrows, and
thence by two branches, the one running di-
rectly to the town of Wilkesborough, the other
running across the valley of the Catawba river,
so as to intersect the Charleston and Cincinnati
Rail Road at the most eligible point.

Resolved, That said com-
mittee shall respectfully request the next Leg-
islature, to grant such amendment to the char-
ter of the Cape Fear, Yadkin and Pee Dee Rail
Road Company, as to them shall seem most
advisable.

Resolved, That a committee of five be
appointed to memorialize the Legislature of
this State, on the propriety of using such
means, as may be within its power, to procure
the location of the Charleston and Cincinnati
Rail Road, on the most easterly practicable
route through the State of North Carolina, and
to take such further steps as to them may seem
expedient to effect the purpose.

These resolutions were separately ta-
ken up, considered, and unanimously
adopted.

Messrs. Abraham Rencher, Burton
Craige, E. L. Winslow, John Mc-
Dowell and David Rhinehart, were ap-
pointed the committee under the first
and fourth resolutions.

Peregrine G. Roberts, D. F. Cald-
well, John G. Bynum, James M.
Osborn, and Alexander Little, were
appointed the committee under the 5th
resolution.

On motion of David F. Caldwell, it
was

Resolved, That the persons designated in
the act, incorporating the Cape Fear, Yadkin,
and Pee Dee Company, be requested to re-open
the books for the subscription of stock as au-
thorized by the said act, as soon as practicable.

Resolved further, That a committee of three
be appointed from each county represented in
this Convention, to solicit subscriptions to the
stock of said company.

On motion of D. F. Caldwell, Esq.
Resolved, That the thanks of this Con-
vention be, and are hereby tendered to Maj. W.
G. McNeil, and Maj. John N. Macomb, for
their attendance on this convention, and the
valuable information by them communicated.

E. L. Winslow presented a letter
containing valuable statistical informa-
tion, which was ordered to be spread
upon the journal of the Convention.

On motion of Hamilton C. Jones,
Resolved, That the thanks of this con-
vention be due, and hereby tendered to the
elders of the Presbyterian Church in this town for
the use of their building, during the session of the
Convention.

Upon motion of Warren Winslow,
of Fayetteville, it was unanimously
Resolved, That the thanks of this con-
vention be due, and are hereby tendered to Bar-
lett Shipp, Esq., President of this Convention,
for the able, dignified, and impartial manner in
which he has presided over its deliberations.

On motion of David F. Caldwell, it
was

Resolved, That the thanks of this Con-
vention be due, and hereby tendered to the Sec-
retaries of this Convention, for their able and ef-
ficient discharge of the duties of their appoint-
ment.

On motion of Dr. Smith,
Resolved, That the proceedings of this con-
vention be published in the papers printed in
this town, and in the other journals of North
Carolina, friendly to the internal improvement
of our State.

Upon motion of Abraham Rencher,
the Convention adjourned sine die.

B. SHIPP, President.

JAMES R. DODD,
WARREN WINSLOW, } Secretaries.

MR. VAN BUREN BROUGHT INTO
COURT.

We give below a full length portrait of Mr.
Van Buren, which has been drawn by Mr.
William Price, one of the Whig Electors of
Maryland. The mirror is here held up to na-
ture in a manner not to be misunderstood. The
history of Mr. Van Buren for the past twelve
years, his life, his character, his consistency, his
motives to action in N. York, at Washington
and abroad, are briefly spread before the people.
How different are the merits and qualifications
of Mr. Van Buren and Judge White—the one
distinguished for a life of adroitness, cunning
and change—the other for purity, consistency,
and his disinterested devotion to the people.

Let me bring Mr. Van Buren into
Court.

During the canvass preceding the
election of 1824, there were four candi-
dates in the field, namely Gen. Jack-
son, Mr. Adams, Mr. Crawford, and
Mr. Clay: All of these gentlemen stood
before the people upon their own mer-
its, except Mr. Crawford, who was
brought out under the imposing sanc-
tion of a Congressional caucus at Wash-
ington, the prime mover of which was
Martin Van Buren. The people failed
to elect their President, and Gen.
Jackson entered the House of Repre-
sentatives, backed by 99 electoral
votes, Mr. Adams by 88, and Mr.
Crawford by 53, Mr. Clay being ex-
cluded. The House, voting by States,
conferred the Presidency on Mr. Adams,
in derogation, as it was strongly
maintained, of the superior right of Gen-
eral Jackson, Mr. Van Buren vehemently
urging the election of Mr.
Crawford, whose right, according to
the rules proposed, was far inferior to

either. I beg the fact to be remem-
bered, that at the election by the House
in 1824, Mr. Van Buren strenuously
advocated the choice of Mr. Crawford
with his 53 votes in opposition to Gen.
Jackson, who came recommended by
99.

After the election of 1824, the con-
test for the succeeding Presidency was
maintained between Gen. Jackson and
Mr. Adams—a contest which you well
remember, for who can forget it?

Mr. Van Buren was then the leader of
a powerful party in New York. The
animosity and rancor of party strife
soon reached a fearful height, and per-
vaded the whole Union from one ex-
tremity to the other. The man could
scarcely be found in seven cities who
had not taken sides, and who was not
eagerly engaged in maintaining the
side he had taken. To this remark,
however, Mr. V. Buren and his whole
party were exceptions. From 1824 to
1827 they stood aloof from the contest.

The election was now rapidly ap-
proaching, and the immense vote of
New York was contemplated with the
deepest solicitude in every quarter.—
It was felt, moreover, that Mr. Van
Buren and his non-committals, take
which side they might, would carry
with them the vote of New York, and
the vote of New York must decide the
question of the Presidency. The de-
cision of the contest therefore was in
the hands of Mr. Van Buren, who, with
his whole party, still forebore to de-
clare themselves. Standing apart from
the contest, they viewed the fearful
strife of the multitude around them
with the seeming indifference of men
having no concern in the struggle, & no
possible interest in the result. They
printed not a syllable, they uttered not
a word, indicating the slightest prefer-
ence for either party. A stranger
would have supposed that regarding
the strife as an unhappy family quarrel,
they intended, upon some fit opportu-
nity, to come in as peace makers, and
heal, by their friendly counsels, the
dissensions of the people.

At length Mr. Van Buren set out
from New York on a tour of observa-
tion to the South. He remained a day
or two in Washington, and then passed
on to the Carolinas and Georgia. Now
what new lights he received on his
journey, I will not take upon me to
affirm; but this much is notorious to all
America, that hastening back to New
York he gave the signal to his train
bands, and immediately, from the At-
lantic to the Lakes, they broke forth
in one simultaneous burst of deafening
abuse of Mr. Adams and his friends,
which continued without abatement to
the day of election, and has not ceased
to the present hour. But mark the
sequel! General Jackson triumphed,
and Mr. Van Buren was made Secretary
of State.

Here let me pause.—The perfect
organization of this faction—wheeling
to the right or left or resting upon their
arms, or changing in solid column, at
the word of command—is of itself a
subject of no little novelty in a nation
of peaceable republicans, and might af-
ford matter for grave reflection, were
not the mind irresistibly impelled be-
yond it, to the still graver problem,
by what means, and through what per-
sonages, was this wonderful organiza-
tion effected? That it was a vast con-
spiracy, formed and concerted for the
purpose of taking into its own keeping
the offices and salaries of the Govern-
ment, great and small, and of exclud-
ing, by the mere power of combination,
all other citizens from the hope or pros-
pect of participation in them—that the
conspirators recognized no peculiar
principles of policy, no maxims of
Government, no rules of right or wrong
but held themselves free to profess an
occasion might require, just such prin-
ciples, maxims, and rules as might,
from time to time, best suit the objects
of the party—that these articles of
compact were distinctly understood
and agreed upon beforehand—and that
every man had given to them his full
consent and approbation—are facts of
which no rational mind can doubt.

But the mystery of the phenomenon
is still unexplained. The point which
puzzles me is, how so many freemen
spread over so wide a space, proud of
that equality which they had been
taught to regard as their inestimable
birth-right, could be approached, with
the immoral and debasing proposal to
seize upon the offices, the power and
the money of the State, and, by con-
fiscating the distribution of the plunder
to their own body, virtually exclude
every other freeman from those cov-
anted privileges, for the enjoyment
of which his fathers fought and bled,
as well as their own. And when thus
approached, how could they be thus
persuaded, corrupted, and case-hard-
ened against all the natural suggestions
of conscience, patriotism and honor?

But the worst aspect of the case
was the open, the avowed, the shame-
ful effrontery with which they proclaimed
their turpitude. The contest was
one, which, in the firm belief of the
great mass of the American People,
involved principles that were vital,
and upon the triumph of which was to
depend the purity, if not the very ex-
istence of our most cherished institu-
tions. Party feeling had already reach-

ed the point where it is impossible to
restrain it from its full and unbridled
expression. It was a contest, not of
principles, but of power. It was a
contest, not for the good of the people,
but for the aggrandizement of a few
ambitious men. It was a contest, not
for the honor of the country, but for
the power of the State.

The result of the election was a
triumph for General Jackson, and a
disappointment for Mr. Adams. The
people had shown their preference for
the man who had stood aloof from the
contest, and who had maintained the
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